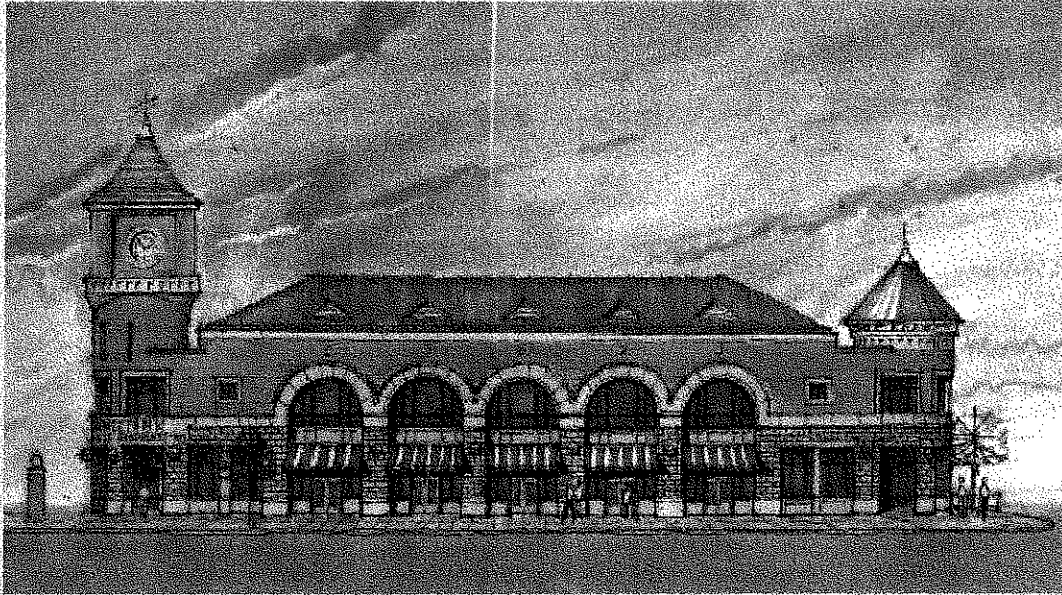


Middletown Police Headquarters Middletown, Connecticut



Site Selection Analysis

August 15, 1996

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HARTFORD, CONNECTICUT

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I. INTRODUCTION AND PROJECT APPROACH

The following report details the process and recommendation generated from the Site Selection Analysis for Middletown's new police headquarters facility. This analysis describes the planning process undertaken during the past several months and provides the methodology used for analyzing and evaluating the final sites under consideration. In addition, the recommended site is further illustrated through a site plan, exterior renderings, and a proposed project budget.

In November of 1995, Mayor Maria Madsen Holzberg convened a staff planning group to work directly with her to review the work of previous police building/site selection committees, to identify and evaluate new prospective sites, and to formulate a recommendation to the Common Council for submission to the voters. The Director of Planning William Warner and Police Chief George Aylward were asked to lead this effort.

The Mayor also sought the assistance of former Mayor Michael Cubeta, Jr., a licensed real estate broker specializing in commercial real estate development, leasing and management who agreed to consult on a "pro-bono" basis in matters of real estate negotiation and site evaluation. Real estate appraisers and environmental professionals were consulted as necessary.

The planning group met regularly and consulted with a number of other individuals on various matters, including: Mary L. Palladino, the Mayor's Administrative Assistant and General Counsel; City Finance Director, James Reynolds; Attorney I. Milton Widem of the law firm of Berman and Sable regarding matters of real estate law and eminent domain; Joseph Fasi of the law firm of Robinson and Cole as bond counsel; City Attorney, Trina Solecki; Larry McHugh, President of the Middlesex County Chamber of Commerce; Wesleyan University President Doug Bennet; Dione Longley, Executive Director of the Middlesex County Historical Society; Sharon McCormack, Executive Director of the Greater Middletown Preservation Trust and Jeff Bianco, local architect and Chairman of the Preservation and Design Review Board.

Mayor Holzberg asked Chief Aylward for his criteria in assessing a location for a police station. Chief Aylward stated that:

"The location and quality of a police headquarters is a statement as to how a community views its police department. It is not a building to be placed where other development is unlikely. If a piece of property is unsuitable for an office building or a municipal building, it is unsuitable for a police station."

The Police Station should be a high visibility public building open to visitors, tours, and public meetings. It should be a reassuring presence in the city and easily accessible for anyone who needs to conduct business or visit for some other reason. It is a plus if it is in a high traffic area and serves as a constant reminder of the community's commitment to public safety."

I. INTRODUCTION AND PROJECT APPROACH, Continued

With these broad guidelines in mind, in December of 1995, Mayor Holzberg asked the Director of Planning to review twenty two (22) sites which had been identified or previously considered for a police station. The Director's review was limited to a determination of whether the sites complied with the City's Plan of Development and the Zoning Code.

The following chart illustrates the findings of the Planning Director.

POTENTIAL SITE	CONSISTENT WITH PLAN OF DEVELOPMENT/ DOWNTOWN PLAN?	CONSISTENT WITH ZONING?
Church Street/Broad Street	NO	NO
City Tire	NO	YES
YMCA parking lot	NO	NO
Pameacha Avenue/Highland Avenue	NO	NO
326-330-346 South Main Street/33 Birdsey Avenue	NO	NO
Field Publications	NO	NO
Cross Street Firehouse	NO	NO
Rossi-Lowenthal Lumber	NO	NO
Dunn Gas Station	NO	NO
Old Courthouse	NO	YES
Broad/Washington Street	NO	YES
Main/Grand Street	NO	YES
Sears Automotive	NO	YES
Marino/Mazzotta Property	NO	YES
Alsop Avenue	NO	YES
Gilletti	YES	YES
Formatron	YES	YES
Chestnut St./East Main St.	YES	YES
Columbus Plaza/Court Street	YES	YES
Middletown Press	YES	YES
Sears/Korover	YES	YES

I. INTRODUCTION AND PROJECT APPROACH, Continued

Director Warner was also asked to evaluate all city, state and federal properties located within Middletown, based upon the same criteria. This analysis concluded that there were no city, state, or federal properties which, if developed for a police facility, would be consistent with the Plan of Development and permitted under existing zoning.

Director Warner's review yielded six sites which were consistent with both zoning regulations and the Plan of Development. Of these sites, three had been included in the previous building committee's evaluation prepared by Jeter, Cook and Jepson. The Columbus Plaza/Court Street site had received a low score in the March 1995 report and had been eliminated from the committee's final consideration primarily because the site was too small. The Gilletti site had received a higher score but was eliminated from final consideration due to its partial location within the 100 year flood plain, and the cost to mitigate that situation. The Formatron site received a high score and was one of the building committee's three sites selected for final consideration. As the result, the following four sites were identified by the planning group for further evaluation:

- Formatron
- Sears/Konover
- Chestnut St./E. Main St.
- Middletown Press

Mayor Holzberg then asked Jeter, Cook and Jepson, the architectural firm which had performed the site evaluations for the March 1995 Police Building Committee Report and had collaborated with Leach Mounce Architects of Glendale, California on the June 1995 Police Headquarters Needs Assessment, to review, evaluate and rank the four sites identified above using the same methodology. These findings are set forth in Chapter III of this report.

II. NEEDS ASSESSMENT

A formal Needs Assessment was completed in June 1995 by Jeter, Cook & Jepson Architects, Inc. and Leach Mounce Architects, a nationally recognized expert in the planning and design of law enforcement facilities. The Needs Assessment documented the police facility's existing condition, established the planning criteria for 20-year building and staffing requirements, developed design guidelines and functional adjacencies, and illustrated site requirements for both current and 2015 needs. A generic building plan was also developed that could be used in developing the facility on various sites. The Needs Assessment was also once again reviewed and it was decided to delete the indoor firing range, since it could be replaced by a computerized fire arms training system thus saving substantial cost.

The building and site needs determined by this assessment formed the basis for the budget estimate to be used in funding the project. Following is a summary of both current and future requirements:

- A building of approximately 40,000 sq. ft. will accommodate current needs. A total of approximately 50,000 sq. ft. would be required if Middletown's population capacity of 65,000 is reached.
- In addition to the main building, garage space totaling 3,881 sq. ft. for minor maintenance of vehicles has been included to meet both current and future needs.
- Current parking requirements for official vehicles, staff at change of shift, and visitors is 145 and 183 for the future.

III. SITE ANALYSIS AND EVALUATION

Introduction

This section describes the criteria used to evaluate potential project sites, the analysis of this information and the scoring and ranking of the four sites.

Evaluation Criteria

a. Zoning

It is desirable that current zoning of the property allow office use, holding, and storage including a moderate amount of hazardous materials such as ammunition, volatile liquids and biological evidence. Site coverage, height and setback requirements should allow a three level main building and the potential for two level stacked parking. There should be no access problems in conflict with ADA. There should be no structures with "Historic Buildings" designation. The zones most favorable for the higher density development required are B1 and Transitional Development.

b. Site Geometry

The size, shape, topography and physical attributes of the site should be able to accommodate the total gross floor area of the building on not more than three levels. Staff and visitor parking would preferably be accommodated as surface parking. There should be no easements, covenants, conditions or restrictions of record that would limit development of the site as required for the programmed needs. It is more difficult to achieve ideal plan forms and optimum adjacencies with irregular and triangular shaped parcels.

c. Distance to Service Areas

Easy access to main arterials and the highway system and/or proximity to the courts prevents unnecessary movement of arrestees through adjacent neighborhoods and residential areas. Proximity to the highway system also reduces employee traffic in the adjacent neighborhoods. Convenient accessibility to support facilities such as public works, vehicle maintenance, city administration, pretrial detention, the courts and restaurants is also desirable. The facility should also be reasonably near the center of the service area in terms of service response time.

III. SITE ANALYSIS AND EVALUATION, continued

d. Access & Parking

Site access should be from two streets with adequate separation between points of ingress and egress to allow access in case one street or entry gets blocked and to provide safe on-site circulation. The site should allow separation of visitor and service traffic from official vehicle, prisoner transport and staff parking. The latter three should be in secure yard with two ways in and out and not overlooked by taller buildings in close proximity. The site should accommodate all official vehicles, staff at change of shift, special SWAT or command vehicles, discrete prisoner transport, visitor parking and service vehicles. Official vehicles and motors should be accommodated with covered parking. Helicopter access is not an issue in this analysis because all sites are reasonably close to Middlesex Memorial Hospital where the helicopter landing pad is presently maintained.

e. Building Accommodation

The building size projected would be ideally accommodated in not more than two levels with surface parking. It is likely that due to the relatively small size of all the sites that a three level structure will be more realistic. Public access and image are important in making visitors feel welcome and in creating a positive civic architectural statement in Middletown's urban fabric.

Sites that slope down from the principal public exposure are usually easier to work with in this regard because visitors can enter at a mid or upper level to public and administration oriented spaces while patrol functions and prisoner transportation can occur at grade behind the building at a lower level. Conversely, sites that slope up from the primary public exposure require either placing the public entry behind the building at the upper level and screening the patrol and prisoner transport spaces from public view or planning for the public to enter the front at the lower level and placing the patrol and holding facilities behind the building at the upper level. All of the final four sites have enough grade change to provide grade access at two levels.

Another aspect of this criteria is the feasibility of remodeling, expanding or demolishing existing buildings on the site. It has been the planning team's position that a new construction approach to the proposed Police Headquarters is preferred to the renovation of an existing building. Current code requirements such as those related to seismic structural design are extremely difficult to meet and are often cost prohibitive when dealing with existing buildings. Also the size, shape, mechanical, electrical and construction characteristics of existing structures are rarely adaptable to new program needs. Renovation of an existing building for a use as complex as that characteristic of a Police Headquarters would most likely result in substantial compromises and would lead to costly, inefficient and less than complete solutions to program requirements.

III. SITE ANALYSIS AND EVALUATION, continued

f. Future Expansion

The prudent approach is to plan for a facility that will accommodate 10-20 years of growth and the community's future population. Middletown's Plan of Development depending on the extent of future growth projects a maximum population of 65,000 versus its approximate current population of 45,000. The site and building design should be able to accommodate future expansion for both program and parking needs.

This site criteria for future expansion evaluates the sites' capacity to accommodate or phase building and parking to service a population of 65,000.

g. Utilities

Each site must be evaluated for adequacy, accessibility and vulnerability of all public utility services, including sewer, water, gas, electrical, telephone, radio communications and storm drainage systems. If financially feasible, it would be prudent to have redundant connections to two different service lines so that service can be easily switched over if one line is disabled.

h. Environmental

Available environmental histories of the Sears/Konover and Chestnut Street/East Main Street sites were examined for known problems such as buried tanks, or structures requiring expensive demolition, asbestos, PCB and other hazardous wastes. Similar information for the Middletown Press and Formatron site has not been researched at this time.

i. Traffic Impact

Each site was evaluated for its ability to avoid traffic jams or gridlock from the surrounding neighborhood and for its ability not to cause traffic jams during peak loads such as change of shift during the afternoon rush hour. Being on a regularly scheduled bus line with an adjacent stop would mitigate the traffic impact. Also convenient access to the highway system as described would minimize the traffic impact. Off-site road improvements, if required, will be identified and included in the cost comparisons and preliminary project budgets.

III. SITE ANALYSIS AND EVALUATION, continued

j. Facility Hardening Capability

This criteria is related to a site's characteristics that either help to protect the facility or make it more vulnerable to natural disaster or man-made threats. These include but are not limited to flood, fire, explosion, hazardous materials, earthquakes, civil disturbance, drive-by shootings, sniper vantage points, sabotage, bombing or vehicle invasion. Some sites are more exposed to these threats than others due to topography, street exposure, high crime area, nearby hazardous materials, utility vulnerability, radio interference, water courses that flood and adverse soils or landslide conditions. Each of the adjacent properties, including those across the street should also be evaluated for these potential threats, either natural or man-made.

k. Crisis Conditions

A police headquarters must be capable of much more than a defensive posture against various threats. During disasters and times of crises, it is the essential facility that protects the people, systems and equipment required to cope with the crisis and assist the community. When everything else has succumbed to a disaster, the police facility must remain operational and handle new demands imposed by additional personnel, equipment, communication needs and the demands imposed by the crisis itself.

The site must be easily accessible but out of harm's way or defensible. Other departments, agencies and community leaders with their vehicles and equipment may converge at the site to assist in handling a crisis. The site and surrounding streets should be able to handle this increased demand.

l. Neighborhood Impact

This criteria is sensitive to avoiding conflicting uses adjacent or nearby such as schools, churches, or single family residences. The release of prisoners or attraction of informants and witnesses into a residential neighborhood would not be desirable. An adjacent bus stop would be very desirable in helping prisoners and suspects who are released to get back to their home or work without having to walk or travel through the neighborhood.

This criteria involves social considerations, aesthetic judgment, economic impact, environmental issues and community attitude.

III. SITE ANALYSIS AND EVALUATION, continued

m. Cost Analysis

Quite often cost considerations override all other site selection criteria. In making a decision based on cost, it is important that the total project costs be considered. These include estimated costs for site acquisition, off-site development, on-site development, demolition, building, and other project related costs. An estimated project cost has been developed for each of the final sites.

Only when all costs for each site are considered can an objective comparison be made based on cost. The comparative cost analysis can then be weighted against the other site evaluation criteria to determine whether it is justified to pay more for a site that better satisfies the selection criteria and provides the City with the overall best value.

n. Tax Revenue Impact

It is important to evaluate the tax revenue impact of each site. Several sites under consideration have existing business and/or residential buildings, thus generating tax revenue. Each site was ranked by the amount of tax revenue removed from the tax rolls when the property is converted to public use.

o. Business/Relocation

In order for several of the sites to be developed for the proposed facility, existing structures and their occupants will be removed and/or relocated. This criteria relates to the adverse effects on business and cost of their relocation, and the time, cost and difficulties of residential relocation. Rankings for this criteria are based upon the types of business and/or residences located on each site and are evaluated relative to each other.

Site Evaluation & Analysis

The analysis explores the problems, challenges, opportunities, advantages and disadvantages of each site, leading to the ranking for each of the evaluation criteria and recommendations to the City's planning team. The City presented the Consultant with four final sites, all located in or near the downtown area of Middletown. All sites also have existing buildings, some designated historical, some with tenants requiring relocation. The positive trade-offs for working with developed sites that are smaller than ideal are that the street and utility infrastructure are in place, the location is near the center of population and the new facility will be a positive influence on public safety in the downtown area, as well as a catalyst for further public and private development to assist in reversing any urban decay in the downtown area.

The following is a summary of the information used in scoring each site.

III. SITE EVALUATION

EVALUATION CRITERIA	Weight	Formatron	Sears/Konover	Chestnut St./ East Main St.	Middletown Press
a. Zoning	5				
Use		Transitional Development	B1	Transitional Development	B1
Site Coverage		50%	100%	50%	100%
Setbacks		10'/10'	None	10'/10'	None
Height		6 stories	6 stories	6 stories	12 stories
Parking		1/300'	Excellent	Good	1/300'
ADA Issues		Good	Good	Good	Good
b. Site-Geometry	7				
Shape		Good	Good	Good	Good
Size		118,000 sf	78,085 sf (1) (114,500 sf)	121,300 sf	117,300 sf
Topography/Slope		8'	10'	14'	10'
Easements		TBD	TBD	TBD	TBD
c. Access to Service Areas	6				
Fueling/Car Wash/Maintenance		NA	NA	NA	NA
Courts		.7 mile	.04 mile	.7 mile	.1 mile
City administration		.7 mile	.05 mile	.75 mile	.15 mile
Patrol Boundries		Excellent	Excellent	Excellent	Excellent
d. Site Access/Parking	10				
Two-street access		Yes	Yes	Yes	Yes
Security		Good	Fair	Good	Fair
Future additional parking		Surface	Present	Surface	Structure
Mobile command/SWAT vehicles		Yes	Yes	Yes	Yes
Accommodate change of shift		Yes	Yes	Yes	Yes
Discrete prisoner transport		Good	Good	Good	Good
e. Building Accommodation	10				
No. of stories		3	3	3	3
Public access/image		Good	Excellent	Good	Good
Existing structures		Fair	Good	Excellent	Fair
f. Future Expansion	8				
Building		Good	Good	Good	Good
Parking		Good	Excellent	Good	Good
g. Utilities	10				
Sewer		City-Yes	City-Yes	City-Yes	City-Yes
Water		City-Yes	City-Yes	City-Yes	City-Yes
Gas		Yankee	Yankee	Yankee	Yankee
Electricity		CL&P	CL&P	CL&P	CL&P
Trash removal		Private	Private	Private	Private
Telephone/data		SNET	SNET	SNET	SNET

III. SITE EVALUATION

EVALUATION CRITERIA	Weight	Formatron	Sears/Konover	Chestnut St./ East Main St.	Middletown Press
h. Environmental	9				
Hazardous Waste		Unknown	Yes	Yes	Unknown
Flora/fauna		No	No	No	No
Soils/geology		Unknown	Unknown	Unknown	Unknown
i. Traffic Impact	6				
Access to and from		Excellent	Excellent	Good	Good
Potential blockages		Low	Low	Low	Low
Public transportation		Yes	Yes	1 Block	Yes
j. Facility Hardening Capability	9				
Flood/Erosion		Good	Good	Good	Good
Fire/Explosion		Good	Vulnerable	Good	Vulnerable
Earthquake		Unknown	Unknown	Unknown	Unknown
Civil disturbance		Good	Fair	Good	Fair
k. Crisis Conditions (EOC)	8				
Accommodate other agencies		Good	Excellent	Good	Good
Maintain operations		Good	Good	Good	Good
l. Neighborhood Impact	9				
Historical District		2 Inventoried	None	None	None
Aesthetics		Good	Excellent	Good	Good
Economics		Fair	Excellent	Good	Good
Social		Fair	Excellent	Fair	Good
Environmental		Fair	Good	Fair	Good
Community Acceptance		Fair	Good	Fair	Good
m. Cost Analysis	10	1	4	3	2
Estimated Project Cost		\$10,403,105	\$9,417,210 (2) (\$9,957,210)	\$9,692,355	\$10,087,120
n. Tax Revenue Impact	10	3	1	4	2
o. Business/Economic Dislocation	10	2	4	3	1

Notes:

1. Size of the Sears/Konover site (b. Site - Geometry; 78,085 s.f.) is evaluated based upon the site without accounting for available space in the municipal parking garage. If space for 96 cars in the garage's lower level were included in the calculation, the site would be approximately 114,500 sf.
2. Estimated Project Cost for Sears/Konover includes 7,200 s.f. of retail space at an initial cost of \$540,000. Revenues generated from this space should offset the cost for this portion of the project. Thus, the net effective cost of this site for a police facility is \$9,410,000.

III. SITE ANALYSIS AND EVALUATION, continued

Evaluation/Scoring System

As earlier stated, the method used for evaluating each of the four final sites involved information gathering and research of each of the evaluation criteria and their specific elements as illustrated on the Site Evaluation form. Based upon this information, each site was ranked for each criteria from 1 to 4, with "4" being the best. Values were also assigned to the "weight" of each evaluation criteria according to their perceived level of importance. These weighted values ranged from a low of 5 to a high of 10 (see Site Evaluation form). Certain criteria such as "access and parking", "building accommodations" and "utilities" were judged to be of more importance than others because they are absolutely essential while the others have some flexibility in coping with their negative aspects. Utilities were not included in the calculation because all sites had the necessary utility requirements, thus would not impact the final ranking.

Scoring and ranking of the sites was done on a weighted and unweighted basis. The weighted score is calculated by taking the relative rank of the site (1 to 4) for each criteria, multiplying that rank by each criteria's weighted value (5 to 10) and adding the total weighted values for all criterion for each site. This method takes into consideration the relative importance of each criterion. The unweighted score simply adds the unweighted rankings (1 to 4) for each criteria for each site and is not sensitive to the relative importance given to each criterion. Ranking of the sites was based upon total scores with the highest scored site being ranked "1st" and lowest scored site ranked "4th".

III. SITE EVALUATION

SUMMARY SITE RANKING	WEIGHT	Formatron		Sears/ Konover		Chestnut St./ East Main St.		Middletown Press	
		SCORE	WEIGHTED SCORE	SCORE	WEIGHTED SCORE	SCORE	WEIGHTED SCORE	SCORE	WEIGHTED SCORE
a.Zoning	5	2	10	4	20	1	5	3	15
b.Site-Geometry	7	3	21	2	14	4	28	1	7
c.Access to Service Areas	6	2	12	4	24	1	6	3	18
d.Site Access/Parking	10	2	20	4	40	1	10	3	30
e.Building Accommodation	10	2	20	4	40	1	10	3	30
f.Future Expansion	8	1	8	3	24	4	32	2	16
g.Utilities	10								
h.Environmental	9	1	9	3	27	2	18	4	36
i.Traffic Impact	6	2	12	4	24	1	6	3	18
j.Facility Hardening Capability	9	4	36	1	9	3	27	2	18
k.Crisis Conditions (EOC)	8	1	8	4	32	2	16	3	24
l.Neighborhood Impact	9	1	9	4	36	2	18	3	27
m.Cost Analysis	10	1	10	4	40	3	30	2	20
n.Tax Revenue Impact	10	3	30	1	10	4	40	2	20
o. Business/Economic Dislocation	10	2	20	4	40	3	30	1	10

Note: Unweighted score of the Evaluation Criteria for each site from 4 to 1 is based on "4" being the best/most favorable and "1" being worst/least favorable. Weighted score is calculated by multiplying the unweighted ranking by the weighted value for that specific criteria. Ranking is based upon "1" being the highest score and "4" being the lowest score.

SUMMARY OF RANKING Points/Rank

	Formatron	Sears/Konover	Chestnut/E. Main	Middletown Press
WEIGHTED Score Rank	225 4 th	380 1 st	276 3 rd	289 2 nd
UNWEIGHTED Score Rank	27 4 th	46 1 st	32 3 rd	35 2 nd

IV. RECOMMENDED SITE: SEARS/KONOVER

This section describes the characteristics of the highest ranked site and the planning group's recommendation, the Sears/Konover site. Included in this description is the rationale for selecting the Sears/Konover site, an initial design concept of the facility, an illustrative site plan, and proposed project budget.

Rationale

The Sears/Konover site significantly outranks all other sites. The site scored higher than the other sites with both the weighted and unweighted methods. The Sears/Konover site's characteristics are described below relative to the evaluation criteria.

The site is bordered by Main St. on the west, Riverview Plaza on the north, College St. on the south, and the old Sears Automotive Center on the east and has a slope of approximately 10' from the municipal parking garage up to Main Street. The site contains the former Sears Building and a portion of the adjacent plaza to the south of the Riverview Center building. The site plan indicates that a portion of the municipal garage's lower level will be available for police parking. The site is strategically located on Main Street, and is the most appropriate site for an important civic building which will revitalize the downtown and enhance and support surrounding commercial activities, and stand as a very visible symbol of community pride and confidence. Rte. 9, Rte. 17 connector and Rte. 66 are located nearby for quick access to service areas.

Advantages:

Zoning	Project fully complies with zoning requirements. The plan retains Main St. retail as a component.
Site Geometry	Size and moderate slope accommodate the project well in a three story plan. Rectangular shape provides for good site planning.
Access to Service Areas	Proximity to Rte. 9, Rte. 66 and Rte. 17 interchange provides quick and easy access to the highway system.
Site Access/Parking	Three street exposure and two street vehicular access provide multiple access and good separation of visitor parking from secure parking. Available covered parking is a strong asset.
Traffic Impact	Little potential blockage of access due to multiple street exposure. East end exit through garage and right-of-way to DeKoven is very secure. Public transportation is available.

IV. RECOMMENDED SITE: SEARS/KONOVER

Building Accommodation .	Location is easily accessible to the public but can have controlled access into facility. Patrol functions can be concealed at a lower level off College St. by present structured parking. The facility will have a strong presence on Main St. and have an image that is sensitive and complimentary to existing historic structures, has the appropriate scale, and enhances future commercial development.
Future Expansion	Building easily expanded to accommodate future needs.
Facility Hardening Capability	Proximity to adjacent governmental functions including the Middletown Superior Court facility enhances the facility's security and overall public safety. Critical mass of such facilities enables a higher level of security.
Crisis Conditions	Close proximity to governmental functions provides quick and easy access. Use municipal parking facility as base of operation for emergency vehicles.
Neighborhood Impact . . .	Architectural image enhances the Main Street location. Retains retail component while providing safety and security to adjacent and downtown businesses. Act as a catalyst for stabilizing downtown businesses and commercial development.
Cost Analysis	Site has lowest net cost while providing for strong positive image and presence to downtown area.

Disadvantage:

Tax Revenue Impact	Currently has the largest assessed value; however, loss of tax revenue will be offset by rental income to be generated after bonds are retired.
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IV. RECOMMENDED SITE: SEARS/KONOVER

Design Concept

The design concept for the Middletown Police Headquarters reflects the context of the urban center and more specifically many of the architecturally and historically significant buildings along Main Street. A signature clock tower at the entry corner of the building recalls similar elements of the Old Town Hall. The balance of the Main Street elevation is reminiscent of old Main Street's mixture of urban-scaled institutional and commercial facades, partial symmetry, arcade-like street level, combinations of masonry materials and individual window openings.

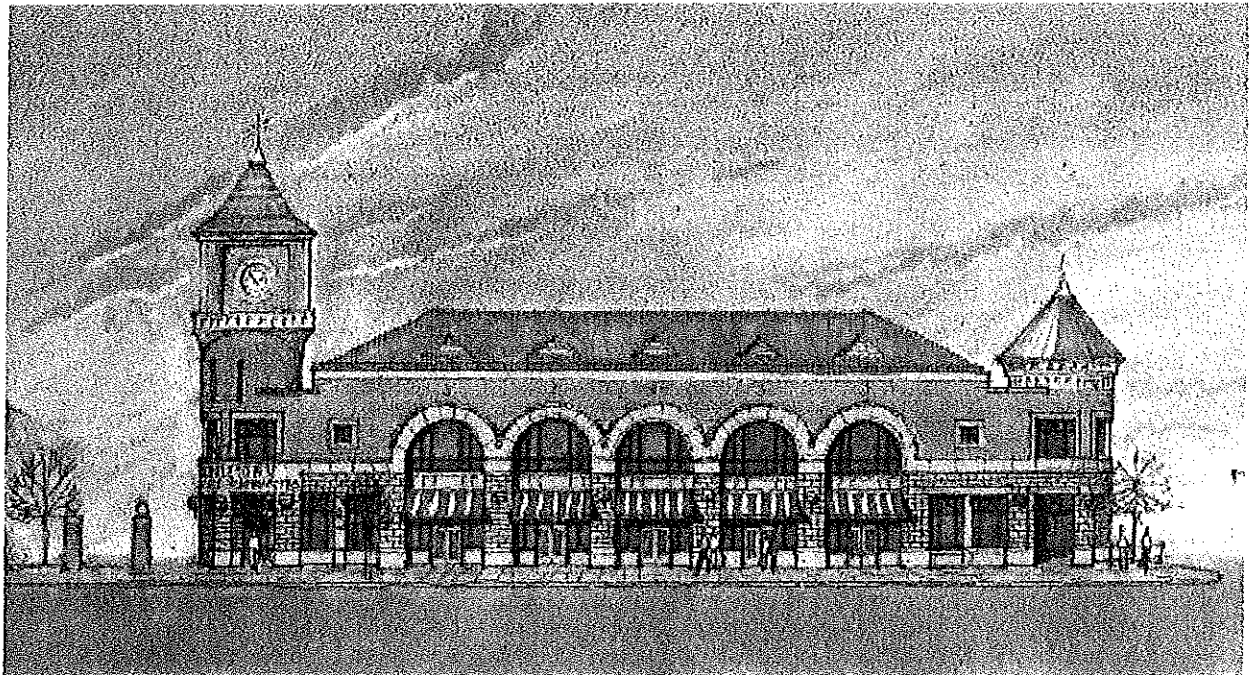
The interior layout of the Police Facility is configured to meet departmental adjacency and security requirements. The main level, entered from the northwest corner along Main Street, houses the Main Desk, Records, Parking Authority & Traffic Departments, as well as the Command Center, Squad Room, Community Relations and support functions.

The second level lobby provides access to a Police Commission/Community Meeting Room, and a Family Service Department including rooms to interview victims of crimes. A Detective Squad Room is located remotely from public areas, and is supported by a Conference/Strategy Room, a Photo Lab and other related functions. The general office and administrative support department for the facility are also located on the second level.

The ground level houses the more secure areas of the facility and provides exercise rooms, lockers and showers for staff. Fifteen holding cells are located here with access from the exterior through a secured drive through Sallyport. Bulk and Property Evidence Rooms as well as Booking and Prisoner Visiting Areas are located off a controlled public area. Ground Maintenance is located in a separate building on site.

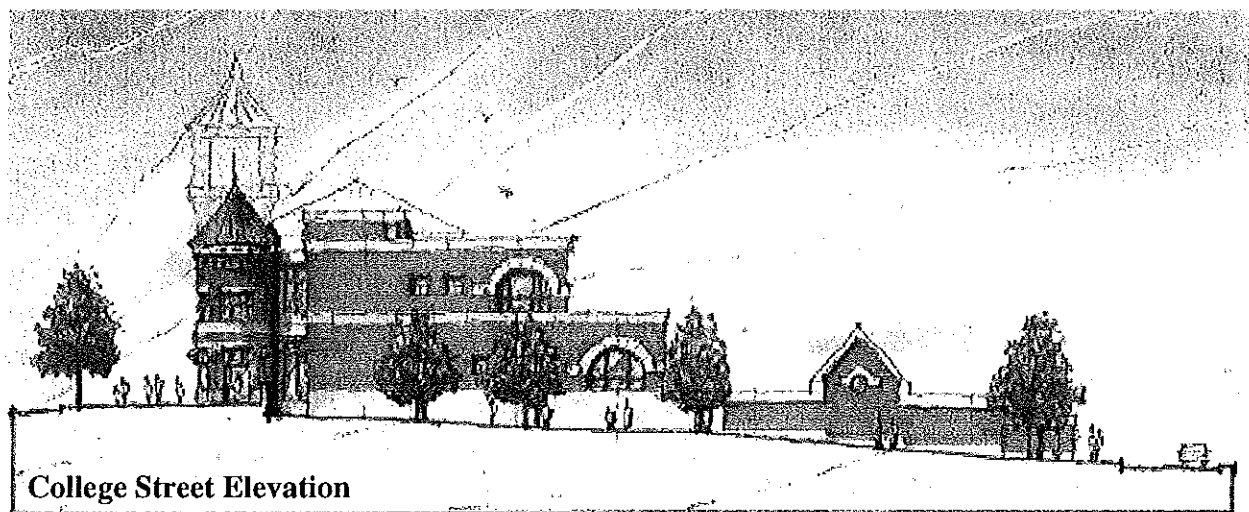
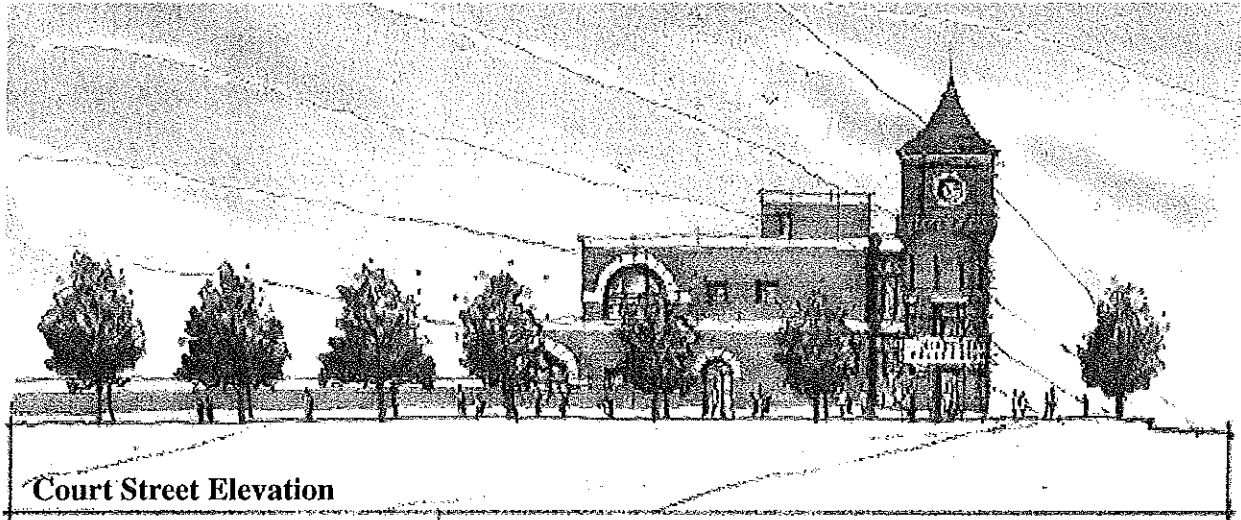
IV. RECOMMENDED SITE: SEARS/KONOVER

Main St. Elevation



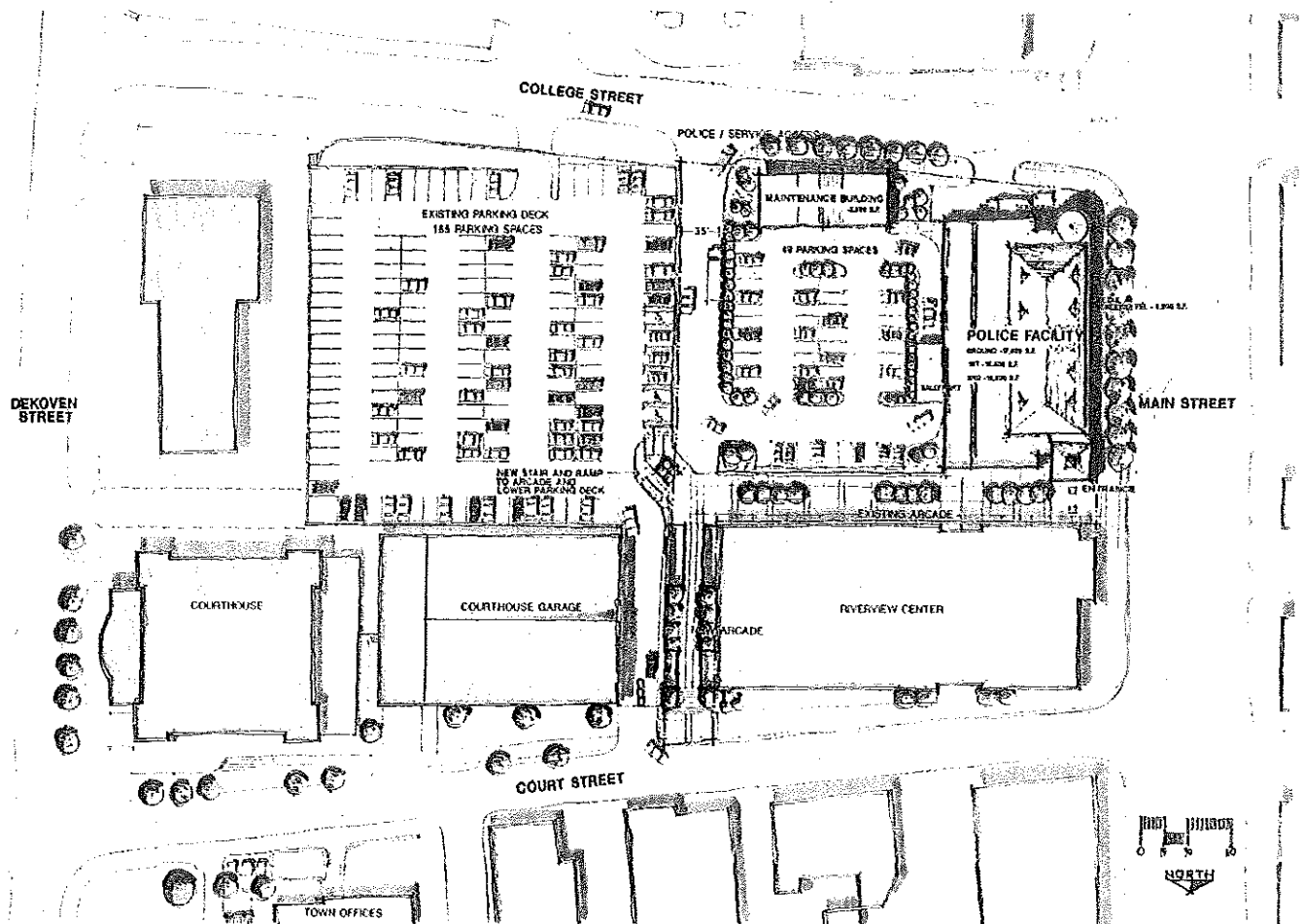
IV. RECOMMENDED SITE: SEARS/KONOVER

Exterior Elevations



IV. RECOMMENDED SITE: SEARS/KONOVER

Site Plan



IV. RECOMMENDED SITE: SEARS/KONOVER

Proposed Project Budget

Police Facility

- Building	40,231 s.f.	\$130/s.f.	\$ 5,230,030
- Garage	3,881 s.f.	\$80/s.f.	<u>310,480</u>
			\$ 5,540,510

Furniture, Fixtures, Loose Equipment;
Communications Equipment \$ 935,000

Parking

- Surface (49 cars)	\$ 88,200
- Improvements to Lower Garage Parking	<u>50,000</u>
	\$ 138,200

Other Site Development

- Fencing/Landscaping	\$ 31,500
- New Walkway to Court Street	<u>105,000</u>
	\$ 136,500

Contingency \$ 680,000

Architectural/Engineering Costs \$ 525,000

Miscellaneous (survey, test boring, reimbursables, bond
expenses, legal fees, project administration and management) \$ 687,000

Site Acquisition, Demolition, and Abatement \$ 775,000

BASE PROJECT TOTAL \$ 9,417,210

Additional Program Space

Retail Space (7,200 @ \$75/s.f.) \$ 540,000

PROJECT TOTAL \$ 9,957,210

**NET EFFECTIVE COST OF PROJECT DUE TO
RETIREMENT OF DEBT FROM LEASE OF RETAIL
SPACE \$ 9,417,210**

Assumptions: Start of construction by Fall 1997 with completion by year end 1998.

V. APPENDIX A

Second Ranked Site: Middletown Press

Cost: \$10,087,120

The site is bordered by Main St. on the west and Union Street on the south. The site consists of approximately 117,000 s.f., with a slope of approximately 10 ft. up from the eastern end of the site. The site is currently developed as corporately owned and occupied office building with adjacent on-site parking. The site was evaluated with the assumption that the existing building could be renovated and converted into a police facility. This would require an addition of approximately 9,000 s.f. to the rear of the existing building.

Advantages:

Zoning	B1 zoning accommodates building and parking requirements.
Access to Service Areas	Proximity to Routes 9 and 17 interchange provide easy access to the highway systems.
Site Access/Parking	Two street access with vehicular parking located at rear of site.
Environmental	Existing office building is of recent construction, reducing probability of hazardous containing materials.
Crisis Condition	Close proximity to other governmental functions.
Neighborhood Impact	Present use as commercial office building; location adjacent to downtown businesses.

Disadvantages:

Site Geometry	Using existing building limits options for site development.
Tax Revenue Impact	Site has second highest tax revenue loss if converted to public use.
Business/Economic Dislocation	Development would require existing tenant to move and/or relocate.

V. *APPENDIX A, continued*

Third Ranked Site: Chestnut St./East Main St.

Cost: \$9,692,355

This site is bordered by East Main Street on the west, Chestnut Street on the south, and Maple Place on the east. It is the second largest site with approximately 121,300 s.f., with a slope of approximately 14 ft. up from the northeast corner to the corner of East Main St. and Chestnut St. The five parcels are largely vacant, with the exception of three existing structures. Commercial and residential properties are across East Main St. and Chestnut St. The City's U.S. Post Office is located across from the site on Chestnut St. The Route 17 connector is approximately 300 yards to the north.

Advantages:

Zoning	Transitional Development zoning accommodates building and parking.
Site Geometry	Relatively large site and moderate slope accommodate the project well.
Access to Service Areas	Proximity to Route 17 interchange provides easy access to the highway system.
Future Expansion	Building and parking easily expanded on the site.
Facility Hardening Capability	Distance from Main St. enables provider buffer from heavy traffic.
Cost Analysis	Site has second lowest development costs associated with it. Cost does not include remediation of hazardous material on site.
Tax Revenue Impact	Least amount of lost taxes if converted to public use.

Disadvantages:

Building Accommodations	Somewhat of a remote location off of Main St.
Neighborhood Impact . . .	Located adjacent to residential area. May be viewed as being remote from downtown area.

V. **APPENDIX A, continued**

Fourth Ranked Site: Formatron

Cost: \$10,403,105

This site is bordered by Main Street on the west, East Main Street on the east and Cooley Avenue on the south. It is the largest site with approximately 118,000 sq. ft. and has a slope of approximately 10 ft. up from the northwest corner on Main Street. The site contains two duplex family residences, one designated historically significant, a gas service station, the Formatron building designated historically significant and a large commercial building. Commercial property is across Main Street to the west and residential property to the north, east, and south. The Route 17 connector is approximately 200 ft. north.

Advantages:

Zoning	Transitional Development zoning accommodates building and parking.
Site Geometry	Relatively medium size and moderate slope accommodate the project well.
Access to Service Areas	Proximity to Route 17 interchange provides easy access to the highway system.
Site Access Parking	Three street exposure provides multiple access and good separation of visitor parking from secure parking.
Traffic Impact	No potential blockage of access due to multiple street exposure. Public transportation is available from the MAT route on both Main and East Main Streets.
Crisis Condition	Cooley Avenue could be closed off to accommodate additional vehicles and equipment for crisis conditions.

Disadvantages:

Neighborhood Impact . . .	Two historically significant structures and residential development on three sides are potential problems.
Cost	The site has the second highest acquisition cost and high demolition and relocation costs.

V. APPENDIX A, continued

- Tax Revenue Impact The site has the second highest loss of tax revenue upon conversion to public use.
- Business/Relocation The site requires relocation of business and residential occupants involving families and commercial operations.